

CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_ FILE \_\_\_\_\_

DATE February 17, 1983 \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Randy Lyman and Steve Short inspected Smith-Glynn-Callaway Clinic at 10:00 A.M. on this date. We observed that repair work to the buildings sanitary sewer system had been completed. We could smell a slight gasoline odor but could not detect any L.E.L. with the meter. We did observe 100% L.E.L. in M.H. 28, Wye Map S-13. This line was flushed all night with a 2½ inch fire hose. Flushing with the fire hose will be evaluated today.

SIGNED \_\_\_\_\_ J.R.L. S.D.S.

1000 S. Glenstone

CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_ FILE \_\_\_\_\_

DATE \_\_\_\_\_ 10-18-83 \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Re: Gasoline Smell in Smith-Glynn-Callaway Clinic, Primary Care Center

On Oct. 18, 1983 I met Stephanie Barrett at 7:00 A.M. at Smith-Glynn-Callaway Clinic, Primary Care Center, to check for gasoline smell in the building when it was first opened in the morning. Before Ms. Barrett arrived I checked several manholes in the area for gasoline and found none. After Ms. Barrett arrived and we entered the building I could not smell a gasoline odor. Ms. Barrett said that she could smell the odor real strong. She indicated that it smelled like natural gas to her. I checked all through the building and could not find any presence of a gasoline smell. I informed Ms. Barrett that she should contact City Utilities Gas Department to have them check for a natural gas leak. The only smell I observed in the clinic was a musty smell.

J. D. Slaughter and myself went back at approximately 10:00 A.M. and checked manholes in Glenstone and the manhole adjacent to the Primary Care Center and found no gasoline.

This office will periodically check for gasoline in the area in the future.

SIGNED \_\_\_\_\_

Gene

*Gene*  
1000 Block S. Glenstone



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

DATE February 21, 1980

ATTENTION OF Memo to File

DEPARTMENT

Re: Gasoline spill at 902 South Glenstone. February 21, 1980

This office received a call from the Department of Natural Resources at approximately 9:30 A.M. stating that a gasoline spill was reported to them. The spill was from Kerr-McGee at 902 South Glenstone. Apparently a pipe joint under the dispenser at the island had developed a leak. The leak surfaced onto their paved lot. The pump was immediately turned off. Less than 50 gallons were lost. The gasoline did not leave their lot. It did not enter into any storm box or flowing water. Mr. Curtis Prow has the lease on the station. He was informed of his need to inform the Environmental Protection Agency. No clean-up was necessary.

902 S. Glenstone

SIGNED

Gene Pabst  
Water Pollution Control Inspector I



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_ FILE \_\_\_\_\_

DATE February 18, 1983 \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Re: Gasoline in the Sanitary Sewer in Glenstone Ave. South of Grand

The following service stations were contacted along Glenstone to see if they have noticed any product loss:

- A) Madden Oil Co. (Apco)  
960 S. Glenstone

Mr. Rich Screviner with Madden Oil Co. (869-2867), was contacted on February 17, 1983 to see if he had noticed any loss of gasoline in his tanks, or if he had any problems with his logs balancing. Mr. Screviner stated that he had no problems that he was aware of. He said that he would contact us if he noticed anything in the future. The station at 960 S. Glenstone is connected to the sanitary sewer behind their building. A check of the manholes behind the service station showed no signs of gasoline. (0% of the L.E.L.)

- B) Barclay Skelly Service  
1022 S. Glenstone

Mr. Wayne Barclay, owner of the service station, was contacted on February 17, 1983 to see if he was experiencing any loss of product. Mr. Barclay stated that he was not aware of any problems. Mr. Barclay was aware of the problem the City was having with gasoline in the sewer line and had done some extra checking that morning to look for a leak. He stated that he had checked under each dispenser and found nothing. He stated that he would watch his gasoline inventory closely to see if he noted anything out of the ordinary.

The manhole, for the sanitary sewer, in front of Barclay's Service Station was checked and found to be 100% of the L.E.L. The next manhole down the line, at Delmar and Glenstone, was checked and found to be 10% of the L.E.L. No reading could be obtained in the rest of the manholes in Glenstone to Meadowmere St.

The situation will continue to be monitored.

- C) Old Sinclair Station  
1238 S. Glenstone

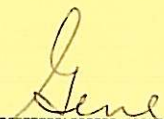
This service station has had a problem with product loss in the past. At that time two standpipes were installed to collect any gasoline that had spilled into the soil. The service station is no longer used as a service station, but is currently a brake shop.

These two standpipes were checked for gasoline on February 17, 1983. The eastern most standpipe had a 0% reading of the L.E.L. The standpipe to the west had one erratic reading, anywhere from 0% to 50%.

Although this station does not appear to be the problem, we are not ruling out the possibility that it could. These standpipes will continue to be monitored.

SIGNED \_\_\_\_\_

Gene



1000 S. Glenstone



Memo to File  
RE: Glenstone south of Grand Street

March 4, 1987 Gene Pabst got a call from Bill West about the line in front of the Shur-Stop Brake Shop. He was flushing the line and could smell gasoline. Gene checked the manholes and the readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.

March 5, 1987 2:30 pm. Gene and I checked the manholes on Glenstone again. Our readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	20% L.E.L.
MH 23(2:35 pm)	10% L.E.L.
MH 23(2:40 pm)	0-5% L.E.L.

We lifted the cover of the manhole and there was a solvent smell. We checked further down the line and our readings were:

MH 27	0% L.E.L.
MH 38	0% L.E.L.
MH 20	0-5% L.E.L.
MH 11(Bennett & Glenstone)	0% L.E.L.
MH 30(Cinderella & Glenstone)	0% L.E.L.
MH 23(3:05 pm)	3% L.E.L.

Gene called Bob Corson on the radio and asked him to bring some barricades. I went into Knit Line Distributors at 1309 S. Glenstone and asked if they used solvents to clean sewing machine parts and they don't. Gene and I went into the Smith-Glynn-Callaway Clinic because one of the employees said they use solvents in the x-ray machine. The chemicals they were using were film developers and didn't have the same odor. 3:40 pm Gene and I opened the manhole covers on manholes 23 and 27. 4:00 pm Gene called the Fire Department and talked to Fire Marshall Mike Logue. Mike said he would let the Fire Dispatcher and the Fire Stations in the area know about the problem.

March 6, 1987 10:10 am Gene and I checked the manholes on Glenstone again and our readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L. (no solvent odor)
MH 27	0% L.E.L.
MH 20	0% L.E.L.

1000 BLOCK S. Glenstone

MH 38	0% L.E.L.
1:00 pm readings in the manholes were:	
MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 27	0% L.E.L.
MH 20	0% L.E.L.
MH 38	0% L.E.L.

We decided to leave the covers open on manholes 23 and 27 over the weekend.

March 9, 1987 9:00 am Gene and I took readings in the manholes this morning and they were:

MH 27	0% L.E.L. (we replaced cover)
MH 23	0% L.E.L. (we replaced cover)
MH 22	0% L.E.L.
MH 29	0% L.E.L.
MH 30	0% L.E.L.
MH 32	0% L.E.L.

2:30 pm I checked the manholes again and the readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L. (no solvent odor)
MH 27	0% L.E.L.

March 13, 1987 1:45 pm I checked the manholes again and the readings were:

MH 27	0% L.E.L.
MH 23	0% L.E.L.
MH 22	0% L.E.L.
MH 29	0% L.E.L.
MH 30	0% L.E.L.
MH 32	0% L.E.L.

*Karen Chandler*

Karen Chandler  
Water Pollution Control Inspector II  
Surveillance & Enforcement

1000 Block S. Glenside



Memo to Shur-Stop Brake Shop File

On January 28, 1987, Bob Schaefer called Gene Pabst and asked us to check the manholes on Glenstone that we had checked when the Shur-Stop Brake Shop was having a problem. Wayne Latimer had received a call from the State Highway Department that they wanted to asphalt over the manhole covers to make them more even with the street. They would have to cover up the holes that had been drilled in the covers. Our readings that afternoon were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 27	0% L.E.L.

Karen Chandler  
Water Pollution Control Inspector II  
Surveillance & Enforcement

1000 BLOCK S. Glenstone

CITY of  
SPRINGFIELD



February 17, 1987

Mr. Wayne A. Barclay  
729 North Oak Grove  
Springfield, MO 65802

FEB 19 1987

Dear Sir:

On July 25, 1986 at 0946 hours our office received a call from Sommers-White Optometrists, 1164 South Glenstone Avenue, to investigate an odor of petroleum at that location. An investigation by myself, with the aid of an explosive meter indicated no hazard present although a faint odor of petroleum was present.

Later, at 1002 hours a call from the Bonanza Restaurant, 1146 South Glenstone indicated a similar situation where petroleum odors were emanating from the bathrooms and storage room floor drain. Vapor readings taken indicated no hazard at that time. I called the fire department dispatcher by radio to have him contact Water Pollution Control and inform that office of the situation.

At approximately 1250 hours that day and by request of Water Pollution Control, I met with inspectors Gene Pabst and Karen Chandler at the Shur-Stop Brake Shop, 1022 South Glenstone. They informed me that explosive meter tests conducted in that area indicated a marked increase in hazard over those earlier made by myself. Further, their tests at manholes along Glenstone Avenue pointed to the brake shop as the possible problem source.

Mr. Robert Boyar, general manager of Morris Oil Company was contacted, told of the situation and in turn requested Stoddard Equipment Company to inspect all pumps, lines, and tanks at that location. Product service lines were tested by Stoddard with leakage noted from the regular gas line. A petro-tite test was not performed to detect tank loss but use of regular gas service was ordered to be discontinued until corrections could be made.

Since that time and to my knowledge, no attempts have been made to alleviate this situation. By virtue of this fact and in accordance with all items of subsection F-2904.5 of the 1981 BOCA Fire Code, the underground flammable liquid storage tank in question is considered abandoned and must be removed. The only allowable exception to this order would be to repair and retest this installation.

Fire Department

235 North Kimbrough Avenue Springfield, Missouri 65806 (417) 864-1041

1000 BLOCK S. Glenstone



February 17, 1987

Page 2

If within 14 days of this date measures have not been undertaken to comply, a request will be made for an administrative hearing to determine what punitive action can be taken.

Sincerely,

*Michael D. Martin*

Michael D. Martin  
Fire Marshal

MDM: rlc

*1000 BLOCK S. Glenstone*

**CITY of  
SPRINGFIELD**



February 17, 1987

Mr. Steve Springer  
1022 South Glenstone  
Springfield, MO 65804

Dear Sir:

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**Fire Department**

235 North Kimbrough Avenue Springfield, Missouri 65806 (417) 864-1041

*1000 BLOCK S. Glenstone*



February 17, 1987

Page 2

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Sincerely,

*Michael D. Martin*

Michael D. Martin  
Fire Marshal

MDM: rlc

*1000 Block S. Glenstone*

September 15, 1986

Certified No. PO4 9037103

Mr. Steve Springer  
Shur-Stop Brake Shop  
1022 S. Glenstone  
Springfield, MO 65804

Dear Mr. Springer:

On Friday, July 25, 1986, personnel from the City of Springfield's Water Pollution Control Section, Surveillance and Enforcement Branch, responded to the report of flammable hydrocarbon products entering the City's sanitary sewer system in the 1000-1300 block of South Glenstone. The hydrocarbon products were traced back to your service station, the Shur-Stop Brake Shop, at 1022 S. Glenstone. As you know, a leak was found in the regular line during testing by Stoddard Equipment Company.

The ordinances of the City of Springfield provide for the recovery of the costs involved in the abatement of a violation under emergency conditions. By means of a copy of this letter, these costs are being certified to the Director of Finance as true and accurate costs incurred by the City of Springfield.

Attached to the letter is a detailed explanation of the costs incurred by the Water Pollution Control Section in the detection, monitoring and treatment of flammable hydrocarbon products that have entered the City of Springfield's sanitary sewer system from July 25, 1986 to September 3, 1986. Payment of these costs should be made to the City of Springfield and sent to:

City of Springfield  
City Hall, Room 210  
830 Boonville  
Springfield, MO 65802  
Attention: Mr. Robert Schaefer

Due to the nature of the problem, further action may be required to protect the health, life and property of those affected by the migration of lost hydrocarbon product.

1000 BLOCK S. Glenstone



Mr. Steve Springer  
Shur-Stop Brake Shop  
Page 2, 1986  
September 13, 1986

Enclosed, please find a copy of Chapter 30 of the Springfield City Code.  
If you have any questions, please don't hesitate to call.

Yours truly,

*Karen Chandler*

Karen Chandler  
Water Pollution Control Inspector II  
Surveillance & Enforcement

KC:js

cc: Robert H. Schaefer, P.E., Superintendent of Sanitary Services  
Chuck Kroeger, Missouri Department of Natural Resources  
Dale Bittle, Chief Fire Marshal  
Fred Pantauxi, Director of Finance  
File

1000 Block S. Glenstone

Mr. Steve Springer  
Shur-Step Brake Shop  
September 15, 1986

Bill for Spill of Gasoline to the Sanitary Sewer July 25, 1986 to September 3, 1986.

PERSONNEL COSTS

	Burden Rate	Hours	Total
Chandler	\$16.16	23	\$371.68
Corson	\$19.38	1	19.38
Lyman	\$19.38	6.5	125.97
Pabst	\$19.38	40.50	784.89
Short	\$16.16	1	16.16
Working Leader	\$14.06	47	660.82
Operator I	\$11.63	28	325.64
Laborer II	\$11.00	13	143.00

EQUIPMENT

	Rate	Hours	Total
Flusher Trucks			
6015 & 8038	\$35.00/hr.	43	\$1505.00
Bodder Trucks			
5067 & 8079	\$25.00/hr	8	200.00

	Rate	Miles	Total
Pickup 4045	.35/mi.	8	2.80
Pickup 4086	.35/mi.	194	67.90
Suburban 2013	.35/mi.	8	2.80

Barricade and arrowboard Rental (8 days)  
(Safe-T-Place) 326.00

MATERIALS

Water	21,500 gal.	0.0045/gal.	96.75
Manhole lids drilled for venting (Monarch Machine Shop)	4 @ \$15.00/lid		60.00

TOTAL COST \$4,708.79

1000 Block S. Glasgow

**SENDER: Complete items 1, 2, 3 and 4.**

K.C.

Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for service(s) requested.

1. ☐ Show to whom, date and address of delivery.  
 2. ☐ Restricted Delivery.

## 3. Article Addressed to:

Mr. Steve Springer  
 Shur-Stop Brake Shop  
 1022 S. Glenstone  
 Springfield, MO 65804

## 4. Type of Service:

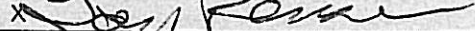
- ☐ Registered ☐ Insured  
☒ Certified ☐ COD  
☐ Express Mail

## Article Number

P04 9037103

Always obtain signature of addressee or agent and  
**DATE DELIVERED.**

## 5. Signature - Addressee

X 

## 6. Signature - Agent

X

## 7. Date of Delivery

SEP 16 1986

## 8. Addressee's Address (ONLY if requested and fee paid)

PS Form 3800, Apr. 1976	
RECEIPT FOR CERTIFIED MAIL	
NO INSURANCE COVERAGE PROVIDED— NOT FOR INTERNATIONAL MAIL (See Reverse)	
SENT TO	
Mr. Steve Springer	
Shur-Stop Brake Shop	
1022 S. Glenstone	
Springfield, MO 65804	
POSTAGE \$	
CERTIFIED FEE	
SPECIAL DELIVERY	
RESTRICTED DELIVERY	
SHOW TO WHOM AND DATE DELIVERED	
SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY	
SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY	
TOTAL POSTAGE AND FEES \$	
POSTMARK OR DATE	

P04 9037103

Memo to Shur-Stop Brake Shop File

July 25, 1986

10:30 a.m. Gene Pabst and I received a call on the radio from Joyce Sifers who said the fire marshal had called our office about gasoline fumes in the Bonanza Restaurant at 1146 S Glenstone. We were sampling on the river, so Randy Lyman, Steve Short, and Bob Corson responded to the call.

11:25 a.m. Gene and I arrived at the Bonanza Restaurant and talked to Matt Moreland, the manager of Bonanza. He told us that he started smelling the gasoline odor yesterday about 1:00 p.m., but said he let it go for the day to "see what happened." Gene took a reading around the base of the stool in the women's restroom and the reading was 100% of the L.E.L. Mr. Moreland said he had also smelled a gasoline odor in the kitchen. We checked the storeroom which contained the soft drink canisters and got a 90% L.E.L. reading. We also checked in the storeroom containing the canned food and got a reading of 0% L.E.L. in the floor drain, and 0% L.E.L. in the clean-out (the top was missing). The reading in the floor drain by the walk-in refrigerator was 0% L.E.L. We recommended to Mr. Moreland that he call the fire department again, fill the floor drains with water and the replace the clean-out cover.

We then went to the Shur-Stop Brake Shop at 1022 S. Glenstone because the sanitary sewer line on Glenstone begins at Glenstone and Grand and the Shur-Stop Brake Shop is the only service station on the sewer line above the Bonanza Restaurant. Steve Short told us that when they arrived they had gotten a reading of 100 % in one of the manholes on Glenstone. Randy Lyman and Steve Short were going to ask Henry Cole if he would have a construction crew come out and open up some of the manhole covers on Glenstone because they have been asphalted over and also were going to ask Henry if he would call the State Highway Department about it.

11:45 a.m. Gene and I talked to Steve Springer, the owner of the Shur-Stop station, and Robert Boyar, the general manager for Morris Oil. Mr. Boyar said Stoddard was going to come out and test the lines and dispensers that afternoon. Robert Boyar said there had been some product loss in the regular system but they had gained back 33 gallons today. He wanted to air test the tanks and then use the "Petrotite" test if the air test showed a problem. Gene and I told him the air test for tanks was not acceptable to the City.

12:30 p.m. We called Base 4 and asked Randy about a crew coming out to open up the manhole covers in the street. He didn't know if it had been arranged yet. We asked him to call the fire marshal to meet us here.

12:50 p.m. Mike Martin of the Fire Department met us at the Shur-Stop station. We told him about the problem. He also talked to Steve Springer and told him the air test wouldn't be acceptable. We took readings in the manholes on Glenstone. The readings were:

MH 32	0% L.E.L.
MH 54	5% L.E.L.
MH 31	55% L.E.L.

1000 BLOCK S. Glenstone



MH 30 100% L.E.L.

MH 29 10% L.E.L.

We returned to the Bonanza Restaurant and took a reading in the drain in the store room containing the soft drink canisters. The reading here was 50% L.E.L.

1:05 p.m. Gene talked to Wayne Latimer to see if would send out a crew to flush the line on Glenstone because there was possibly a blockage in front of Lincoln-Mercury(MH 29). Wayne said that he would send a crew out. Randy Lyman was also going to ask Wayne to call the State Highway Department about removing manhole covers in street, because we thought it would be best to leave some of them open on Glenstone over the weekend to vent off the gasoline fumes.

1:15 p.m. A sewer construction crew came out to open up lids on Glenstone that were sealed down.

1:20 p.m. A sewer cleaning crew came out to flush out the line on Glenstone.

1:25 p.m. I called Wayne on the radio to see if he had talked to the State about opening up manhole covers on Glenstone over the weekend. He said it was alright with them. He was going to Safety-Flare about setting up barricades over the weekend. He called back shortly after and said they would be out to set them up in an hour.

1:50 p.m. Readings in the manholes were:

MH 32	5% L.E.L.
MH 54	0-5% L.E.L.
MH 31	30% L.E.L.
MH 30	50% L.E.L.
MH 29	70% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.

Stoddard Equipment had been called out to the service station. Rex from Stoddard said he would check the lines and dispensers this afternoon unless he had to break up concrete to do it. He said he wouldn't start on the tanks until Monday.

2:30 p.m. Rex from Stoddard said there were no visible leaks under the dispensers. Gene and I decided to leave the manhole covers open over the weekend, then close them on Monday morning and check them during the day to see if the explosion level in the sewer came up again. Bill Crossland from the fire department came out to the station. I filled him in on the situation and asked him about our plan for the weekend. He said that was fine with him unless the readings in the manholes came up again, then the station would probably have to be closed. He said that Dan Thurman was the fire marshal on duty Saturday and he would ask him and Fire Marshal on duty Sunday to check the open manholes a couple of times a day over the weekend(about 9:00 a.m. and again in the afternoon).

3:50 p.m. Readings in the manholes were:

MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	15% L.E.L.
MH 29	40% L.E.L.
MH 22	0% L.E.L.

1000 BLOCK S. Glenstone

MH 23            5% L.E.L.  
 MH 24            0% L.E.L.

4:00 p.m. We talked to Steve Springer and he said he was going to turn off the regular pump at closing time tonight(6:00 p.m.) and take a reading. He is going to leave the pump off until Monday morning and take another reading. This should give us a good indication as to whether the the leak is in the tank or the line.

G. Pabst	11:30-4:30	5 hrs.
K. Chandler	11:30-4:30	5 hrs.
R. Lyman	10:30-11:30	1 hr.
S. Short	10:30-11:30	1 hr.
B. Corson	10:30-11:30	1 hr.

4086	14 miles
4045	8 miles
2015	8 miles

July 26, 1986

2:30 p.m. Gene Pabst received a call from Dan Thurman that he had gotten a reading of 100% L.E.L. in manhole 29. He told Dan that he would call the Service Center and have them flush the line every 4 hours. At 3:20 p.m. Gene took readings in the manholes and they were:

MH 29	15% L.E.L.
MH 30	0% L.E.L.
MH 31	0% L.E.L.
MH 32	0% L.E.L.
MH 22	5-10% L.E.L.
MH 23	10-15% L.E.L.
MH 24	0% L.E.L.

4:00 p.m. Gene called Wayne Latimer and asked him to call out a flusher crew because the Service Center is covered up with calls from the storm(it had been almost 24 hours since the line had been flushed). Wayne is going to make arrangements with Service Center to flush once every 8 hours. Gene called the Fire Dispatcher at 4:15 p.m. and had him page Dan Thurman so that he could tell Dan what had been arranged.

G. Pabst(overtime)	4 hours
4086	8 miles

July 28, 1986

Wayne Latimer is going to have the manhole covers on Glenstone drilled today so they can be replaced tomorrow.

9:15 a.m. The readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	5-10% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

9:30 a.m. Gene talked to Steve Springer and Steve told him that there had been no product loss in the tank over the weekend. He

1000 BLOCK S. Glenstone

is sure the problem is in the lines and wanted to fix it himself. Gene told him he would call the Fire Department about this to see if it was acceptable under the fire code.

12:45 p.m. Gene called Dale Bittle to see if Mr. Springer could fix his own lines. Mr. Bittle said he could but he would need all the proper permits and the Fire Department would have to inspect the work. Bittle also told Gene that the system would have to be certified to be tight, which Mr. Springer could not do himself.

1:05 p.m. The readings in the manholes were:

MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

1:30 p.m. Gene talked to the shop manager at Lincoln-Mercury. He said they had no underground storage tanks except for used oil.

1:40 p.m. Gene talked to Steve Springer and asked him if Stoddard Equipment was coming out to the station. He didn't know. Gene told him that the City was requiring him to test all of his tanks and lines. Gene asked to use his phone to call Stoddard. Steve Springer looked up the number and called them. He talked to Jerry and Jerry said he had been waiting for Steve to call him. He told Steve they would be sure to be out in the morning. Gene called Wayne Latimer and asked him to have the line flushed again.

2:45 p.m. Gene and Randy checked the line. The readings were:

MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	20% L.E.L.
MH 22	0% L.E.L.
MH 23	2-3% L.E.L.
MH 24	0% L.E.L.

4:00 p.m. Gene talked to Wayne Latimer and he said the manhole covers were finished and that sewer maintenance crew was taking them back to Glenstone so they could be replaced in the morning. Wayne is going to have the line flushed around midnight. Gene talked to fire marshal Bill Crossland and filled him in on what had been done. He said it sounded good to him. He didn't think the line would need to be checked during the night if it was going to be checked the first thing in the morning.

G. Pabst 8:00-4:30

8 hrs.

4086 16 miles

July 29, 1986

8:20 a.m. Gene Pabst talked to Bob Schaefer about the Shur-Stop situation. Bob said to go ahead and put the covers back on the manholes and to check them 2-3 hours before removing the barricades. He also wanted them to be flushed periodically. Readings at this time were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.

1000 Block S. Glenstone

MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	70% L.E.L.
MH 22	5% L.E.L.
MH 23	5% L.E.L.
MH 24	0% L.E.L.

When Gene and Randy arrived at the Smith-Glynn Calloway Clinic, the manhole cover had been replaced and the cones removed. 9:25 a.m. Rex from Stoddard said that he should know about the regular line by noon. Gene and Randy didn't get any reading at the water meter or the station's sewer clean-out on the explosion meter. 12:35 p.m. Dan Thurman called and said that had a note on his desk from last Friday (the last day he worked) from Bob Boyar of Morris Oil stating that he had come up with a 300 gallon loss of product on the regular line. 1:00 p.m. Gene and Randy checked the line. Their readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	2-3% L.E.L.
MH 29	45% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

1:25 p.m. Gene and Randy checked with Mr. Doug Aasaby who owns the service station at the corner of Grand and Glenstone. He told them he had not lost any product by his records.

1:30 p.m. Gene and Randy talked to Don Langiano, who works at Scrivener Oil on the northeast corner of Grand and Glenstone. They had had no loss that he could tell. He said they check tanks daily and check for water in the tanks once a week. Gene and Randy checked the manholes on Kentwood Street from Grand Street and went south and obtained 0% readings in the manholes. Gene then asked Bill Foster to have the line on Glenstone flushed up from Lincoln-Mercury as far up as the hose would go.

2:45 p.m. Gene and Randy talked to Bob Schaefer about the situation and he said that he wants all the tanks and lines at the Shur-Stop station tested and also to tell the owner that he will have to pay for all of the City's expense for the spill.

3:30 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	5% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

3:45 p.m. Randy and Gene talked to Rex of Stoddard Equipment and said that they had found a big leak in the regular line in the island nearest the station on the north end of the island. Rex said the pressure would go down to zero within 60 seconds (it was 40 lbs of pressure to start). He also said it would not take

*1000 S. Glenstone*



long to lose a large amount of gasoline at that rate.

4:05 p.m. Gene called Dan Thurman to bring him up to date on the situation. Gene was going to have the line flushed around 9 or 10 p.m. and then around 4 or 5 a.m. Dan will check the line during the night and if he finds any high readings he will contact the service center to flush it.

4:30 p.m. Gene called Steve at Shur-Stop Brake Shop and told him to test all the lines and tanks and that he needs to contact the proper authorities about the spill. Gene also told him that he would be billed for the expense to the City and that we would bring out a letter to him tomorrow requesting that all lines and tanks be tested.

G. Pabst 8-11 a.m.

1-2:30 p.m.

3:30-4:30 p.m.

5.5 hrs.

R. Lyman 8-11 a.m.

1-2:30 p.m.

3:30-4:30 p.m.

5.5 hrs.

4086 24 miles

July 30, 1986

8:45 a.m. Gene received a call from Keith Shardene of EPA about the spill. He wanted to get the story straight from this office.

9:00 a.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	25% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

9:20 a.m. Gene and I talked to Bob Schaefer about putting the lid on at Lincoln-Mercury. Bob said to have Omer Boyce flush the 21" main to help clear out the gravel problem (this should help the flow in the Glenstone line) and then close the lid in front of Lincoln-Mercury.

9:55 a.m. We took a reading at Lincoln-Mercury (MH 29) and got a reading of 40% L.E.L. We grabbed a sample of the water in the manhole but could see no petroleum product on the surface of it.

10:30 a.m. Joyce called on the radio and said the Shur-Stop Brake Shop had called and found a hole in one of the lines and wanted us to come out and look at it. Rex from Stoddard showed us the piece of line to the regular dispenser that he had removed. There was a hole in it about 1/8 inch in diameter. He was testing the line before at 60 lbs. pressure and losing 40 lbs. of pressure in a minute. He said the hole had been hard to find because of the sand around the pipe. There was some product standing in a pool on top of the sand which Rex was pumping out when there was enough to pump. Gene suggested to Steve Springer that after Rex was done there to start running a hose in that spot to push as much gasoline out of the ground as possible. Rex was testing the lines again after the damaged piece was removed at 70 lbs. of pressure. He had had the pressure on it for 40

1000 S. Glenstone

minutes and it was holding. He was going to go ahead and leave the pressure on for an hour. Omer Boyce arrived while we were there and started flushing across Glenstone from MH 23. He told us that the reason the water sits in MH 22 is that the invert in the line going east and west across Glenstone is below the line going south on Glenstone so it doesn't flow well at this point (MH 22).

10:55 a.m. MH 29 was at 35% L.E.L.

11:00 a.m. Omer flushed from MH 22 to MH 29. There was a film on top of the water. We took another reading at MH 29 and it was 0-5% L.E.L. There was a lot of gravel coming down the line after after Omer flushed it.

2:00 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	5-30% L.E.L.
MH 29	25% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	10% L.E.L.

2:45 p.m. Gene and I went back to the Shur-Stop Brake Shop and talked to Rex from Stoddard Equipment. He said he started to retest the regular line after he put a new fitting on it and blew another hole in the line. At this time Rex was waiting at the station for Steve Springer, who was gone, to see if he wanted to do any more repairs.

3:00 p.m. Steve Springer returned to the station. We gave him Bob Schaefer's letter. While we were there, Porter Automotive Parts, located across the street, called and said that they were getting gasoline fumes in their bathroom. We got a 0% L.E.L. reading in their bathroom with the explosion meter. Outside the bathroom in their storeroom there was an open cleanout in the floor, and the fans to the bathrooms vented back to this storeroom. Gene got a reading of 0-40% L.E.L. with the explosion meter. We suggested that they put a cap on the cleanout.

3:15 p.m. We checked MH 30 and MH 29 and got a reading of 35% L.E.L. in both manholes.

3:25 p.m. We called Bill Foster and asked him to send a crew and flush from MH 29 back to the north. Gene talked to Wayne Latimer and asked him to have the line flushed during the night between 9-10 p.m. and between 4-5 p.m.

G. Pabst 8 a.m. - 12 p.m. 6 hrs.  
1:30-3:30 p.m.

K. Chandler 8 a.m. - 12 p.m. 6 hrs.  
1:30-3:30 p.m.

4086 16 miles

July 31, 1986

9:15 a.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.

*1600 S. Glenstone*

MH 29	35% L.E.L.
MH 57	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

9:30 a.m. Gene and I talked to Steve Springer. He has not made a decision yet on whether he is going to close the station or have the tanks and lines tested and repaired. He is going to run a garden hose to the area of the leak to push out the gasoline in the ground.

10:50 a.m. We drove by Shur-Stop and the garden hose was going. The reading at MH 32 was 0% L.E.L. and the reading at MH 29 was 0% L.E.L. on the explosion meter.

1:00 p.m. Gene and I talked to Bob Schaefer about not flushing the line today because the readings at MH 29 hadn't been above 35% for the last few days. He thought this was alright but wanted to flush during the night. He also wants to get the street open.

2:15 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	5% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

2:30 p.m. Steve Springer was not at the station at this time, so we talked to Jerry. Gene asked him to tell Steve that the readings were down and keep putting water in the hole. Steve was keeping the hole by the dispenser full of water.

2:40 p.m. We talked to two employees of Porter Automotive Parts and one of them told us he could smell gasoline in the bathroom this morning when he washed his hands. The other man said that he didn't smell any gasoline in the restroom today.

3:15 p.m. Gene and I talked to Bob Schaefer again about the situation. We wanted to see if he thought we could get by without flushing the main tonight. He thought this was a good idea and then wants us to check the L.E.L.'s in the manholes the first thing in the morning. He also told us that if the readings were still low in the morning to try closing the manhole covers and open up the street.

3:40 We asked Bill Foster to tell the night crew not to flush the line tonight.

G. Pabst 9-10 a.m.

11-11:30 a.m.

2-3 p.m.

2.5 hrs.

K. Chandler 9-10 a.m.

11-11:30 a.m.

2-3 p.m.

2.5 hrs.

4086 20 miles

August 1, 1986

8:55 a.m. Readings in the manholes were:

*1000 S. Glenstone*

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L. (put on lid)
MH 29	2-3% L.E.L. (put on lid)
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	2-3% L.E.L.

We stopped by the Shur-Stop Brake Shop and talked to Jerry. We asked him to tell Steve that the readings were down and we were going to open up the street if they stay down.

10:00 a.m. Gene and I talked to Bob Schaefer about the readings. He wants the manholes checked after lunch and if the L.E.L.'s remain low, he wants the manholes sealed and the barricades removed. He wants us to check with him before removing the barricades.

12:55 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0-2% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

1:15 p.m. We called Bob Schaefer on the radio and he said to "batten down the hatches."

1:30 p.m. We talked to Steve Springer and told him that we were going to open up Glenstone. He told us that Mr. Barclay owns the station and he (Steve) is leasing it with an option to buy. He wanted to turn on his other pumps. We told him we would talk to Bob Schaefer about it.

1:55 p.m. We talked to Bob Schaefer about letting Shur-Stop Brake Shop open up the rest of his pumps. Bob said he couldn't do that until he had the rest of his tanks and lines tested.

2:05 p.m. We talked to fire marshal Dale Bittle, who agreed that Shur-Stop shouldn't use any of his pumps until all of his tanks and lines were tested. He said he would tell Steve Springer.

2:15 p.m. Gene called Shur-Stop and talked to Kent Palmer and told him what the City had decided. He said he would tell Steve when he returned.

2:40 p.m. I called Dan Thurman and told him about what we had done today. I asked him if the Fire Department could check the manholes on Glenstone over the weekend once or twice a day. He said that it would be no problem, and that they would try to check it two or three times a day.

G. Pabst 8:30-9:30 a.m.

12:45-1:45 p.m.

2 hrs.

K. Chandler 8:30-9:30 a.m.

12:45-1:45 p.m.

2 hrs

4086 16 miles

August 4, 1986

9:15 a.m. Readings in the manholes were:

1000 S. Glenstone



MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	2-3% L.E.L.
MH 24	1-2% L.E.L.

Gene and I stopped by the Shur-Stop Brake Shop and told Steve Springer that he didn't need to keep putting water in the hole by the regular dispenser because the water level in the hole wasn't going down at all. We also asked him to call us when a final decision was made about testing the tanks.

2:15 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.

2:30 p.m. We stopped at Porter Automotive and the woman that works there thought she could smell gasoline in the restroom but we couldn't at this time. We told the employees at Porter's that we wouldn't be checking back, but if the problem came back to call the Fire Department and they could get in touch with us.

3:00 p.m. We stopped by the Police Station to see if someone had turned in our explosion meter, but no one had.

G. Pabst 9-9:45 a.m.

2-2:45 p.m. 1.5 hrs.

K. Chandler 9-9:45 a.m.

2-2:45 p.m. 1.5 hrs.

4086 16 miles

August 5, 1986

1:15 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	5% L.E.L.
MH 24	0% L.E.L.

G. Pabst 1-1:45 p.m. 45 min.

K. Chandler 1-1:45 p.m. 45 min.

4086 8 miles

August 6, 1986

2:30 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.

1000 S. Glanstone

MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.
G. Pabst 2:15-3 p.m.	45 min.
K. Chandler 2:15-3 p.m.	45 min.
4086 8 miles	

August 7, 1986

3:00 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.
G. Pabst 2:45-3:30 p.m.	45 min.
K. Chandler 2:45-3:30 p.m.	45 min.
4086 8 miles	

August 8, 1986

10:00 a.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.
MH 24	0% L.E.L.
G. Pabst 9:45-10:30 a.m.	45 min.
K. Chandler 9:45-10:30 a.m.	45 min.
4086 8 miles	

August 13, 1986

2:30 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	3% L.E.L. (natural gas)
G. Pabst 2:15-3 p.m.	45 min.
K. Chandler 2:15-3 p.m.	45 min.
4086 8 miles	

August 20, 1986

2:15 p.m. Readings in the manholes were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.

1000 S. Gloucester

MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
G. Pabst 2-2:45	45 min.
K. Chandler 2-2:45	45 min.
4086 8 miles	

August 28, 1986  
2:00 p.m.

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
G. Pabst 2-2:45	45 min.
K. Chandler 2-2:45	45 min.
4086 8 miles	

September 3, 1986  
2:00 p.m.

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 31	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
G. Pabst 2-2:45	45 min.
K. Chandler 2-2:45	45 min.
4086 8 miles	

Karen Chandler  
Water Pollution Control Inspector II  
Surveillance & Enforcement

cc: Dale Bittle, Chief Fire Marshall  
Robert R. Schaefer, P.E., Superintendent of Sanitary Services  
Henry M. Cole, P.E., Sanitary Engineer  
File

Bill for Spill of Gasoline to the Sanitary Sewer

*July 25, 1986 to September 3, 1986*

#### PERSONNEL COSTS

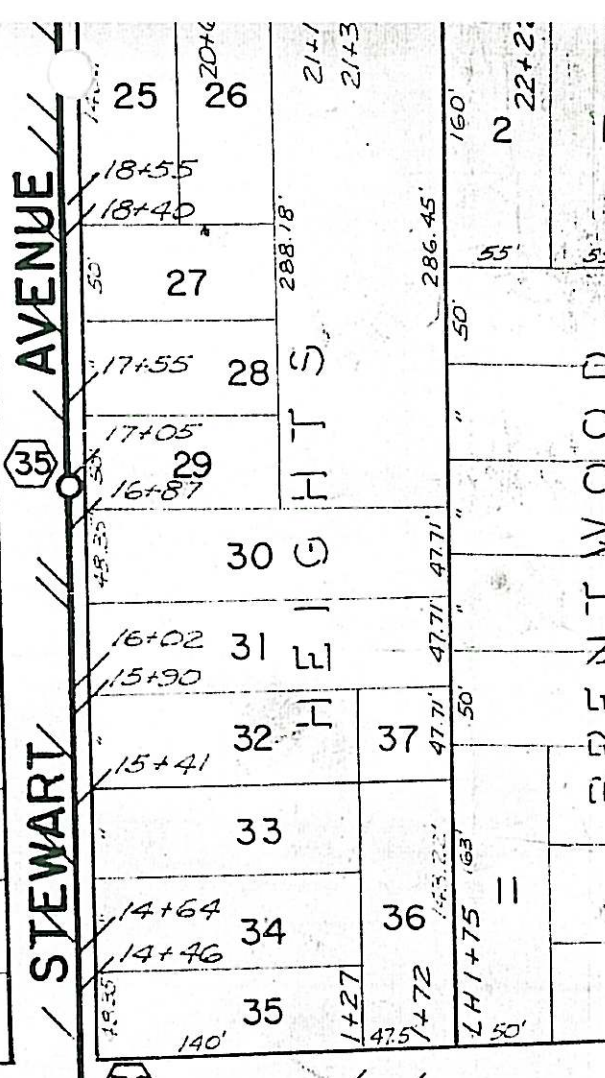
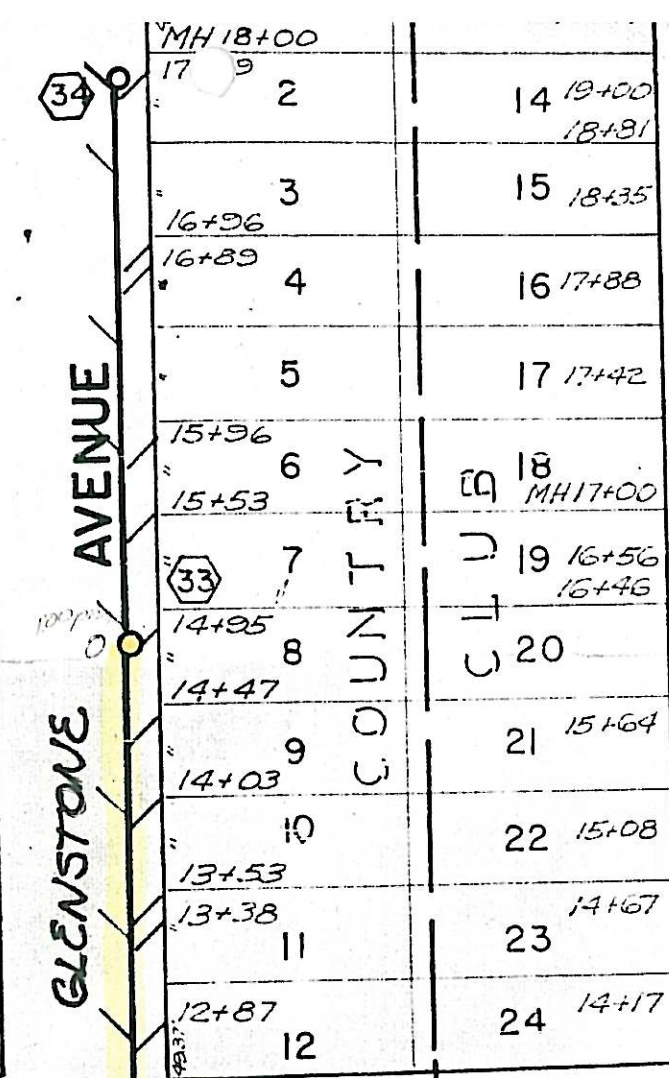
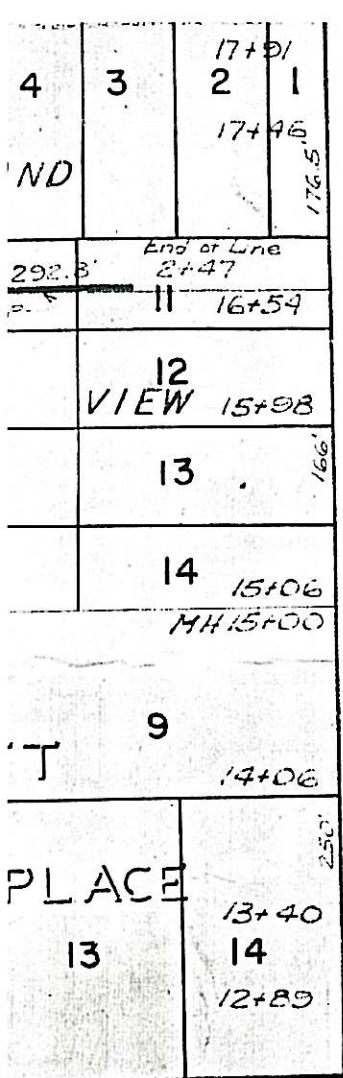
	Burden Rate	Hours	Total
Chandler	\$16.16	23	\$371.68
Corson	\$19.38	1	19.38
Lyman	\$19.38	6.5	125.97
Pabst	\$19.38	40.50	784.89
Short	\$16.16	1	16.16
Working Leader	\$14.06	47	660.82
Operator I	\$11.63	28	325.64

*1000 Block S. Glendale*

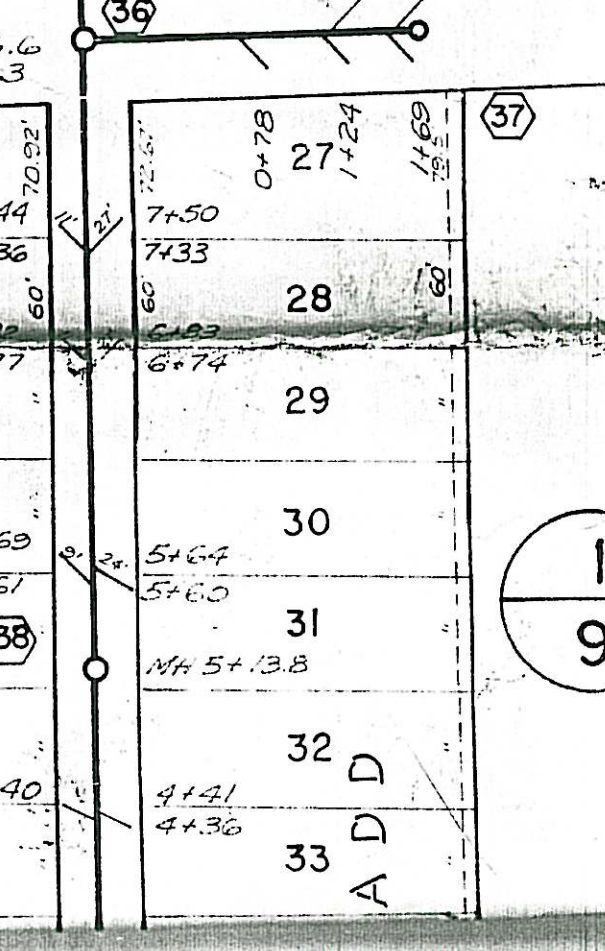
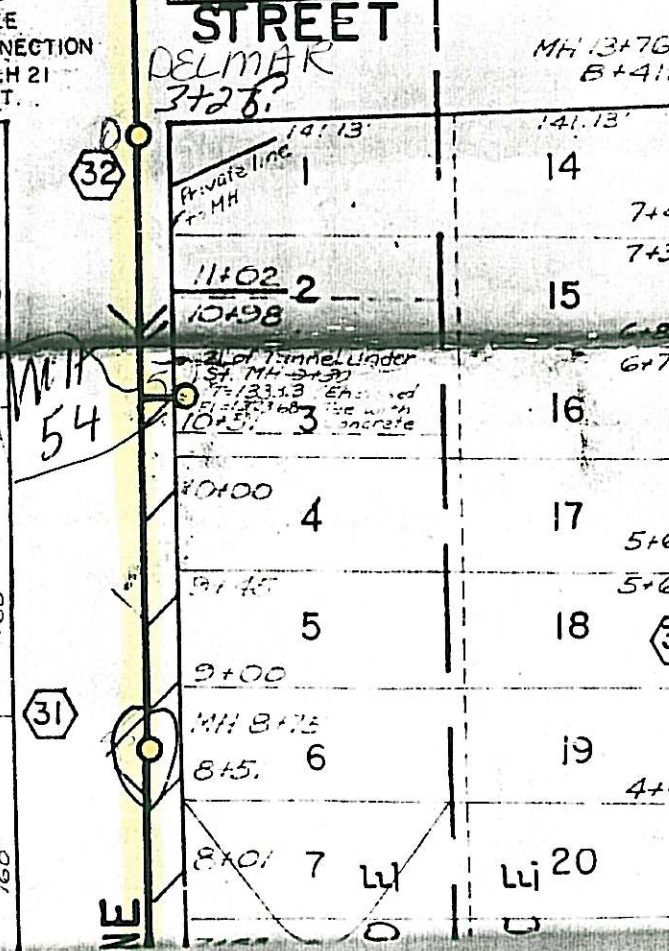
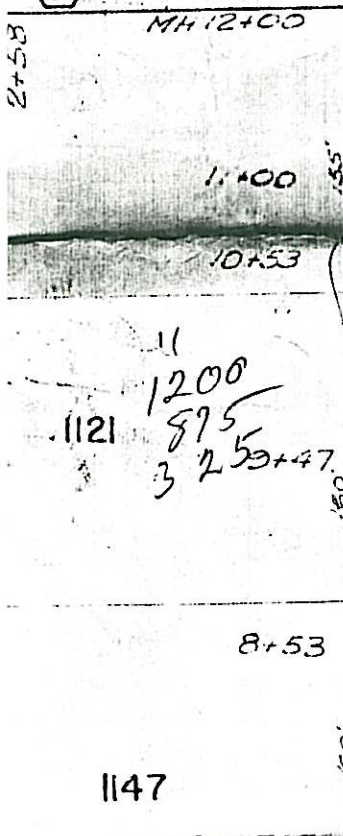
Laborer II	\$11.00	13	143.00
EQUIPMENT			
	Rate	Hours	Total
Flusher Trucks			
6015 & 8038	\$35.00/hr.	43	\$1505.00
Rodder Trucks			
5067 & 8079	\$25.00/hr.	8	200.00
	Rate	Miles	
Pickup 4045	.35/mi.	8	2.80
Pickup 4086	.35/mi.	194	67.90
Suburban 2015	.35/mi.	8	2.80
Barricade and Arrowboard Rental(8 days)			326.00
(Safe-T-Flare)			
MATERIALS			
Water	21,500 gal.	0.0045/gal.	96.75
Manhole lids drilled for venting	4	15.00/lid	60.00
(Monarch Machine Shop)			
TOTAL COST			\$4,708.79

1000 S. Glanstone



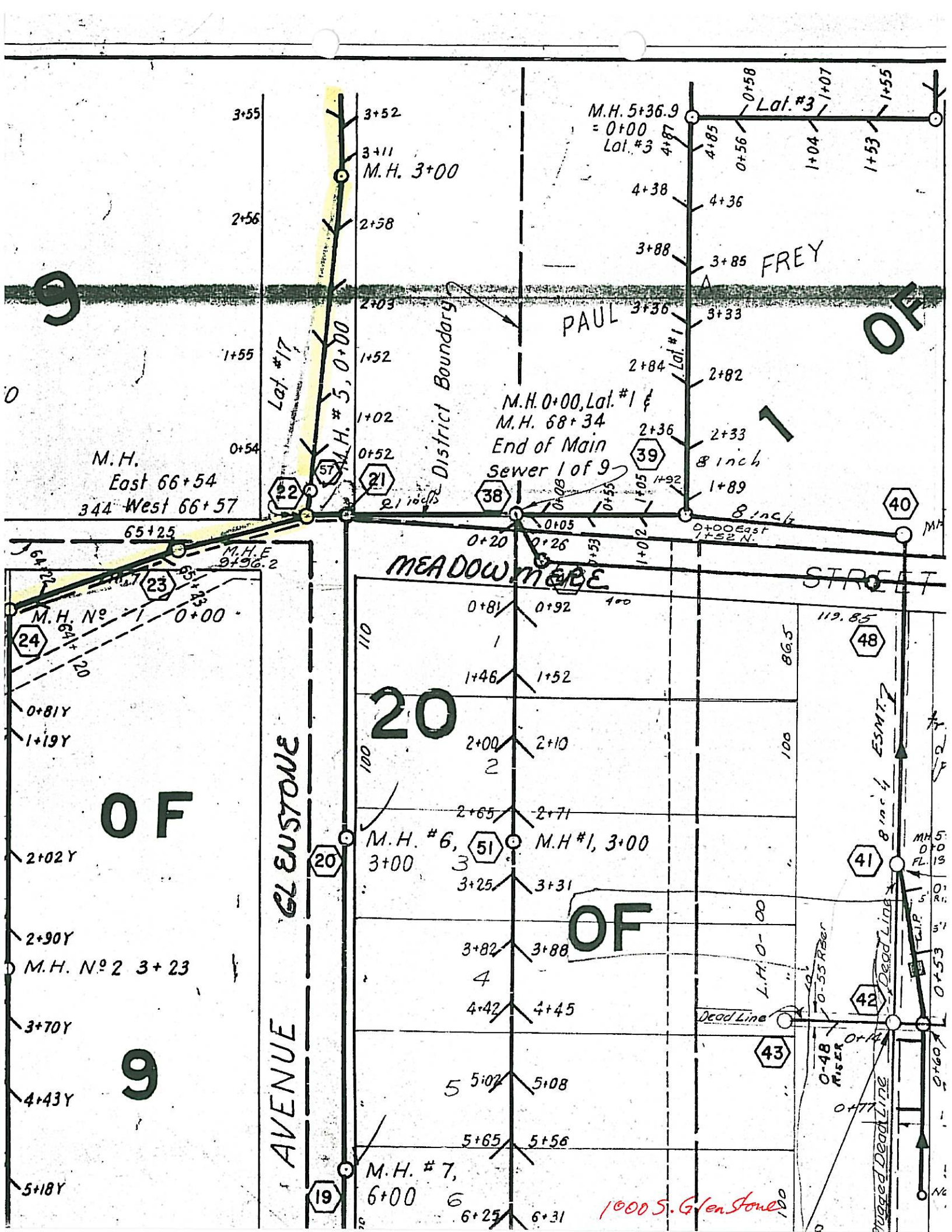


NOTE: SPECIAL CONNECT FEE  
REQUIRED PRIOR TO CONNECTION  
BETWEEN M.H. 20 & M.H. 21  
CALL SAN. SER. FIRST.

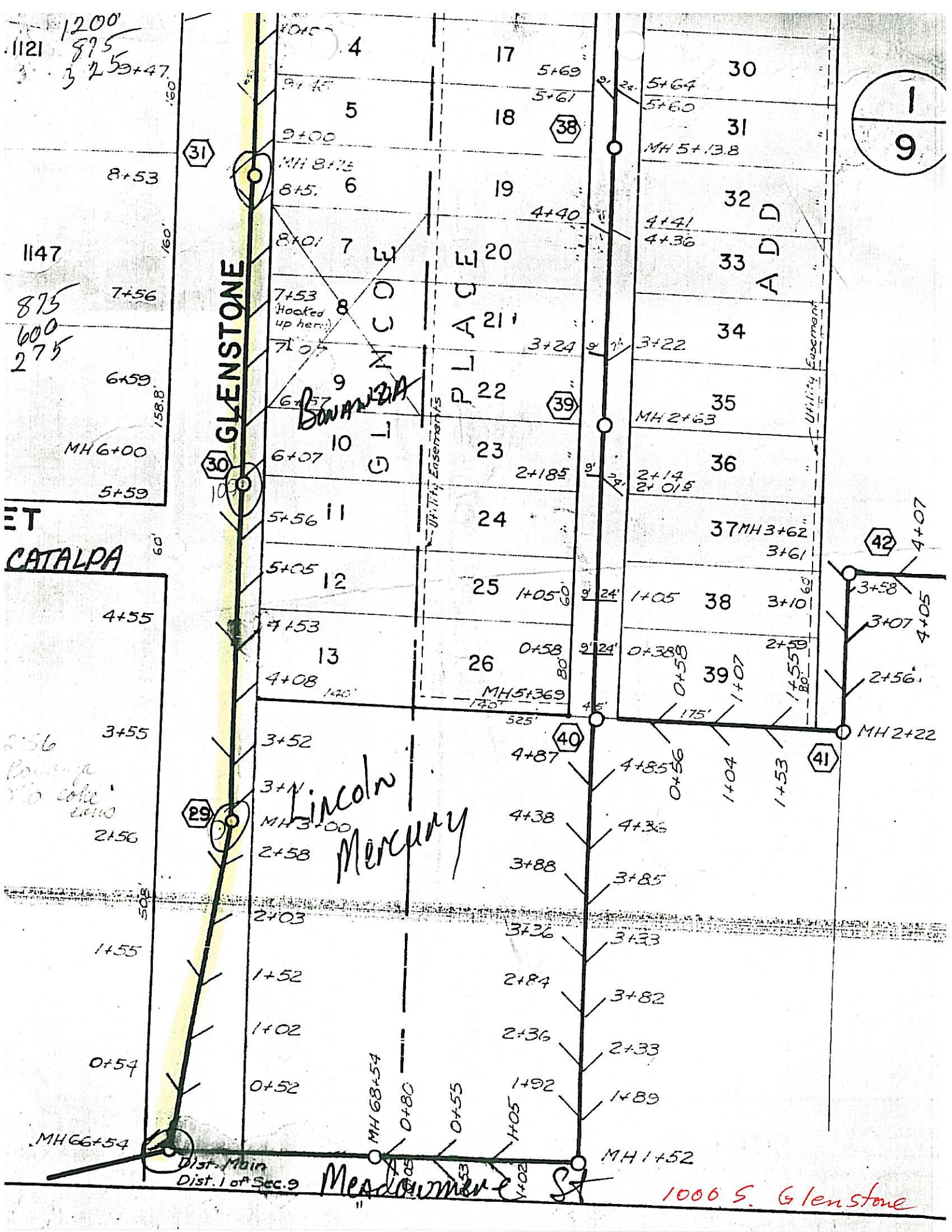


1000 S. Glenstone











CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF Sharon Mays

DATE August 12, 1986

DEPARTMENT Legal Dept.

Re: Shur-Stop Brake Shop, 1022 S. Glenstone

On Friday, July 25, 1986, this office received a call from the Fire Department Dispatcher stating that several businesses in the 1100 block of South Glenstone were having a gasoline odor problem in their buildings. Personnel from this office immediately went to that location and started checking L.E.L.'s (Lower Explosion Limits) in the City sanitary sewer line. The City sanitary sewer that serves that area is located in the inside northbound lane of Glenstone. The sewer at that location in Glenstone starts just south of Grand Street and flows south to Meadowmere Street at which time it flows into a 21" main which flows west.

L.E.L.'s in the manholes in the 1000 and 1100 block of South Glenstone ranged from 60%-100%. According to the City's standard Procedures For Handling Gasoline Into City Sewer Lines requires us to remove a sufficient number of manhole covers to ventilate the sewer line. If ventilation does not alleviate the problem, then additional flow will be added to the sewer line. Since ventilation did not correct the problem, additional flow was added to the sewer line by means of flushing the sewer line with sewer maintenance equipment.

Personnel from this office contacted Shur-Stop Brake Shop to see if they had a problem with any product loss. Mr. Robert Boyer, General Manager for Morris Oil Co., was there and he stated that he had noticed a product discrepancy in the Regular line. We requested that Shur-Stop Brake Shop test their lines and tanks. Shur-Stop Brake Shop is the only service station in the area that is tributary to this particular sanitary sewer line which was experiencing gasoline problems.

All other businesses in the area that we thought might have a gasoline storage tank were contacted to see if they had any problems as far as product loss. The only businesses that had any storage of gasoline were the service stations on the southwest corner and northeast corner of Glenstone Avenue and Grand Street. Neither station had noticed a product loss.

We had to leave the manhole covers off in the inside northbound lane of Glenstone Avenue and flush periodically in order to keep down L.E.L.'s in the sewer line. Keeping the manhole covers off in Glenstone meant that the inside lane had to be blocked off completely. The inside lane was blocked off from July 25, 1986 to August 1, 1986. At that time the L.E.L.'s in the sewer line were low enough to allow the manhole covers to be replaced. Flushing of the sewer line was stopped the morning of July 31, 1986.

The sewer line in Glenstone was checked daily the week of August 4, 1986 with no sign of gasoline being present. The sewer line will be checked weekly for the next month. If no problem is discovered then the sewer line will be checked periodically.

Estimate of City expenses will follow in a few days.

cc: Robert R. Schaefer, P.E., Superintendent of Sanitary Services

SIGNED

  
Gene Pabst

Water Pollution Control Inspector III  
Surveillance & Enforcement

*1000 S. Glenstone*



July 30, 1986

Hand Carried 7-30-86 3:00 P.M.

Mr. Steve Springer  
Shur-Stop Brake Shop  
1022 S. Glenstone  
Springfield, MO 65804

Dear Mr. Springer,

As you are aware, the area in which you have your business has experienced a problem with what appears to be gasoline entering the City sanitary sewer. We have been experiencing this problem since we were first notified on July 25, 1986.

On July 29, 1986 Stoddard Equipment Co. performed a test on one of your regular gasoline lines. A rather sizable leak under the regular dispenser was found. Although this leak alone could be the cause of the gasoline in the sanitary sewer, we cannot be 100% sure that there is no other leaks in your system unless a test is run on all of your lines and tanks. Therefore, this office is requiring you to have a Petro-Tite Test performed on all tanks and lines at the above location. This test is apparently the only test acceptable by the American Petroleum Institute for determining the integrity of gasoline storage tanks and lines. By having this test performed you will be able to determine the exact extent and severity of the problem being encountered and liability on the part of Shur-Stop Brake Shop.

When the above work is completed, please have the company that performs the work to send a copy of all test results to this office.

Also, Chapter 30, Section 30-61 of the Springfield City Code provides for the recovery of costs involved in the abatement of a violation under emergency conditions. As soon as the emergency condition is alleviated, the costs incurred by the City of abating the violation will be passed on to you.

If you have any questions, please feel free to call at 864-1920.

Yours truly,

Robert R. Schaefer, P.E.  
Superintendent of Sanitary Services

RRS:js

cc: Water Pollution Control

1000 S. Glenstone



Memo to File  
RE: Glenstone south of Grand Street

March 4, 1987 Gene Pabst got a call from Bill West about the line in front of the Shur-Stop Brake Shop. He was flushing the line and could smell gasoline. Gene checked the manholes and the readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L.

March 5, 1987 2:30 pm. Gene and I checked the manholes on Glenstone again. Our readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	20% L.E.L.
MH 23(2:35 pm)	10% L.E.L.
MH 23(2:40 pm)	0-5% L.E.L.

We lifted the cover of the manhole and there was a solvent smell. We checked further down the line and our readings were:

MH 27	0% L.E.L.
MH 38	0% L.E.L.
MH 20	0-5% L.E.L.
MH 11(Bennett & Glenstone)	0% L.E.L.
MH 30(Cinderella & Glenstone)	0% L.E.L.
MH 23(3:05 pm)	3% L.E.L.

Gene called Bob Corson on the radio and asked him to bring some barricades. I went into Knit Line Distributors at 1309 S. Glenstone and asked if they used solvents to clean sewing machine parts and they don't. Gene and I went into the Smith-Glynn-Callaway Clinic because one of the employees said they use solvents in the x-ray machine. The chemicals they were using were film developers and didn't have the same odor. 3:40 pm Gene and I opened the manhole covers on manholes 23 and 27. 4:00 pm Gene called the Fire Department and talked to Fire Marshall Mike Logue. Mike said he would let the Fire Dispatcher and the Fire Stations in the area know about the problem.

March 6, 1987 10:10 am Gene and I checked the manholes on Glenstone again and our readings were:

MH 33	0% L.E.L.
MH 32	0% L.E.L.
MH 30	0% L.E.L.
MH 29	0% L.E.L.
MH 22	0% L.E.L.
MH 23	0% L.E.L. (no solvent odor)
MH 27	0% L.E.L.
MH 20	0% L.E.L.

1000 S. Glenstone

MH 38 0% L.E.L.  
1:00 pm readings in the manholes were:  
MH 33 0% L.E.L.  
MH 32 0% L.E.L.  
MH 30 0% L.E.L.  
MH 29 0% L.E.L.  
MH 22 0% L.E.L.  
MH 23 0% L.E.L.  
MH 27 0% L.E.L.  
MH 20 0% L.E.L.  
MH 38 0% L.E.L.

We decided to leave the covers open on manholes 23 and 27 over the weekend.

March 9, 1987 9:00 am Gene and I took readings in the manholes this morning and they were:

MH 27 0% L.E.L. (we replaced cover)  
MH 23 0% L.E.L. (we replaced cover)  
MH 22 0% L.E.L.  
MH 29 0% L.E.L.  
MH 30 0% L.E.L.  
MH 32 0% L.E.L.

2:30 pm I checked the manholes again and the readings were:

MH 33 0% L.E.L.  
MH 32 0% L.E.L.  
MH 30 0% L.E.L.  
MH 29 0% L.E.L.  
MH 22 0% L.E.L.  
MH 23 0% L.E.L. (no solvent odor)  
MH 27 0% L.E.L.

March 13, 1987 1:45 pm I checked the manholes again and the readings were:

MH 27 0% L.E.L.  
MH 23 0% L.E.L.  
MH 22 0% L.E.L.  
MH 57 0% L.E.L.  
MH 29 0% L.E.L.  
MH 30 0% L.E.L.  
MH 32 0% L.E.L.



Karen Chandler  
Water Pollution Control Inspector II  
Surveillance & Enforcement